

New York LaGuardia Airport Plans to Improve Operational Efficiency

Current Situation:

- LaGuardia was the most delayed (delays per flight) airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- LaGuardia's scheduled traffic meets or exceeds its good-weather capacity for nearly 8 hours per day, and exceeds adverse-weather capacity 12 hours of the day.
- Capacity is insufficient to meet demand in good as well as in bad weather (over 15 percent of all flights are delayed more than 15 minutes). Average delays vary from 47–52 minutes in both good and adverse weather.
- The recent slot lottery has provided some relief.

NOTE: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 17 percent over the next 10 years.
(Source: The FAA 2000 Terminal Area Forecast. Demand is defined as total number of operations).

Planned Improvements:

- In the near term, there is no planned airport construction that would reduce delays on the airport surface or that would materially add to airside capacity.
- Procedure, airspace, and technology improvements are expected to improve capacity by about 10 percent in good weather and 3 percent in adverse weather over the next 10 years.
 - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs and DPs).
 - Use of LAHSO will increase capacity under some runway configurations.

NOTE: The loss of **LAHSO** in 1999 at LGA resulted in a reduction of 6 arrivals and departures per hour in one of the most commonly used runway configurations.
 - Airspace redesign will restructure the airspace and routes into and out of the New York/New Jersey/Philadelphia area to increase terminal airspace capacity and to provide more efficient routes (switch EWR/LGA arrival flow fixes, new sector Geauga High in ZOB and new oceanic sectors in ZNY).
 - Choke Point action items are expected to provide more efficient flows, greater access to overhead streams, and additional terminal airspace capacity.

- FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency (SMA).
- Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- As referenced in the comments received from the Port Authority of New York and New Jersey, the Port Authority will shortly begin delay reduction studies for both LaGuardia and John F. Kennedy Airports. These studies will be conducted in cooperation with the Capacity Enhancement Task Forces (CETFs) established for these two airports. The CETFs are made up of representatives of the FAA, airlines, other users, and the Port Authority. As part of these studies, capacity analyses will be conducted for both airports.
- Eastern Region Air Traffic Capacity Enhancement Task Forces/Users Meeting facilitate and coordinate the short-term “planned” air traffic improvements. Consideration should be given to expand this to longer term and airfield and procedural options.
- All airlines should examine their individual scheduling practices.
- Demand Management options will be considered.

NOTE: Phase-out of slot rules at La Guardia Airport after January 1, 2007.